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PASSES THROUGH INDIANA

Party Traverses Pennsylvania and New York and Sees Historical Places.

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It is trips like these that make auto-ing worth while. Not only is the tour itself fascinating, but there is a satisfaction in successfully completing a trip of this kind, which makes the Decatur trip worthy of the notice of all who run their own machines.

The make of car is not an essential item of a continental tour. Mr. Ehrhart used a "loco," but the little Ford made first time in the transcontinental trip last year and the Chalmers car made the famous flag-to-flag run, which is still a matter of envious comment in the auto world. There is a record of a Rambler car that went round the world with a little steamship aid once in a while. So the the Smoky City the car attracted much attention, as machines with Illinois numbers on their axles are not everyday sights in the homes of the millionaire steel kings and Harry Thaw.

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The party was ferried across the North River to New York city and took the opportunity of crossing the largest suspension bridge in the world to take a look at Brooklyn.

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Careful, skillful driving is, however, and the interest while on the road is centered in the work of pathfinding and watching the speedometer. The route followed by the Decatur party was circuitous and is one that others in town might like to follow during the coming summer.

In the first place, the man who decides to undertake a tour should equip his machine with an accurate speedometer. The majority of road maps, and especially those that are made up by the A. A. A. and which are the best routes for autos to take reaching given points, generally designate the turning places in the road by the number of miles.

Woeful Lack of Signs.

This is because in many places there is a woeful lack of signs and some of the roads look like mere lanes and would not be suggestive of being the spots meant on the map were it not for the mileage as indicated on the speedometer. So a good instrument should be the first requisite of the tourist.

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With A. S. Robertson, Stone left early in the week for the run to San Diego. The car was the same one used in the stunts at the Coliseum, and the motor had not been tuned since the races there. The engine did not miss a shot.

The Santa Margarita River bed is boggy, but the Moline plowed its way through and reached the opposite bank, where it was necessary to send the car almost against the sheer side of the river bank to get back to the road.

Here, in places, the highway was found to have been washed away, but Stone kept the car going and finally reached the right road. On the boulevard near La Jolla the car was given its head, and the Moline showed wonderful speed, reaching higher than sixty miles an hour several times on the smooth stretch beyond Ocean Beach. Stone says the car can easily make seventy miles an hour on the road.

After reaching San Diego the car was driven south toward Tia Juana and was given a hard tussle through the sands. The Moline proved its worth on the grueling trip, and as a result the company has decided to enter the car in several race meets.

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Mr. Ehrhart was using a chain drive car and admits now that he forgot to take a single extra link of chain with him. That was unwise, but he chanced to be lucky. Under the circumstances had the chain broken this story would in all probability never have been told.

From Wheeling, W. Va., a jump is made to Pittsburg, Pa. It is a hilly country, but the roads are good and one passes from the iron ore and coal regions and on to the home of natural gas. In

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The Horseless Age Exposes Plans of Associations.

In its latest issue the Horseless Age discusses what it aptly terms "the co-operative buying lure"—so-called automobile leagues or purchasing associations which claim to be able to save the motorist from 10 to 50 per cent on almost anything he may need for his car, provided the motorist is willing to part with a substantial fee.

A case in point is reported from St. Louis, where about 100 owners are said to have joined one of these organizations at the solicitation of local representatives. Orders for goods have been given to these same representatives and advance payments made to them. While some of the goods were deliv-

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